

PART SIX

ART WORK

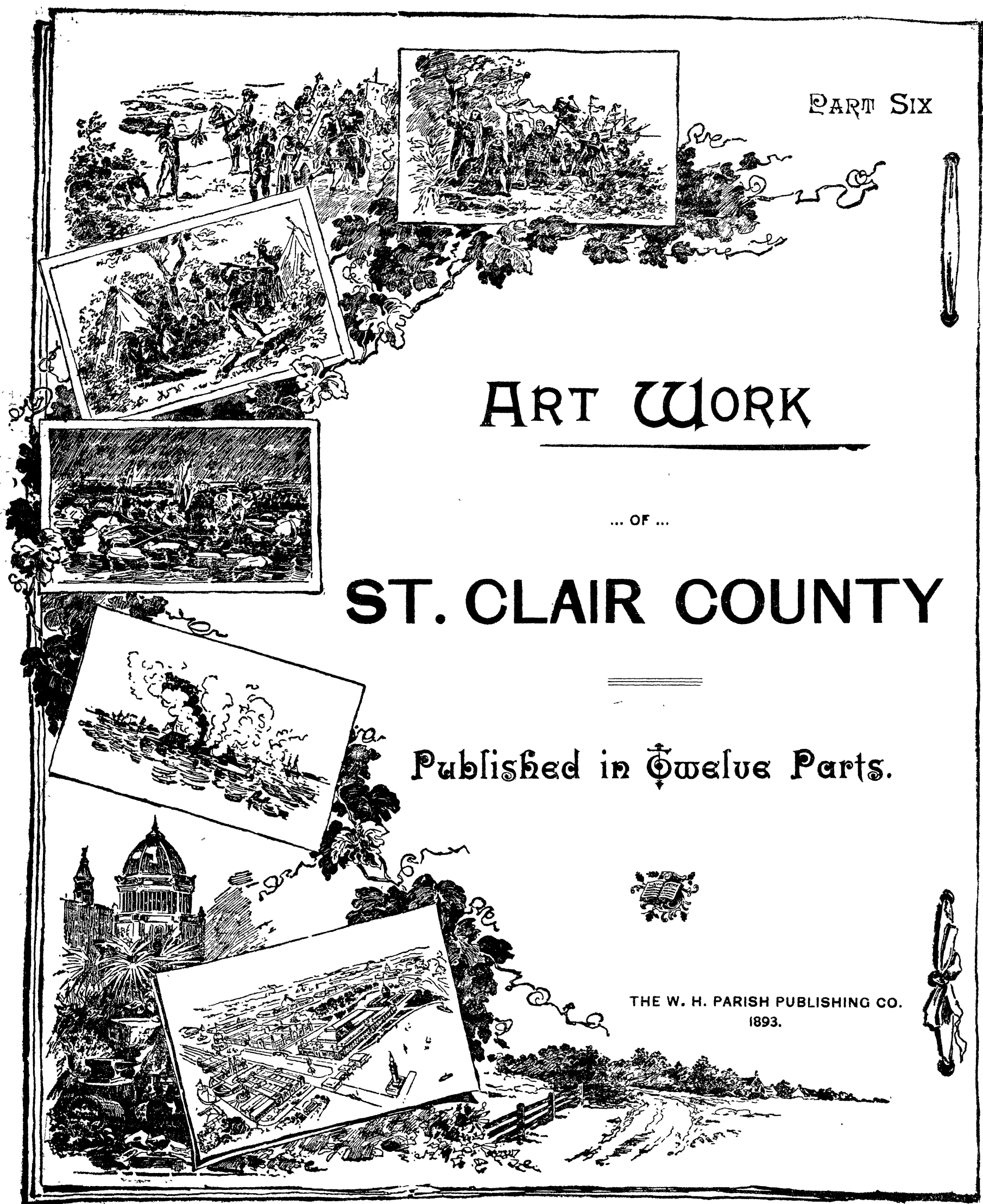
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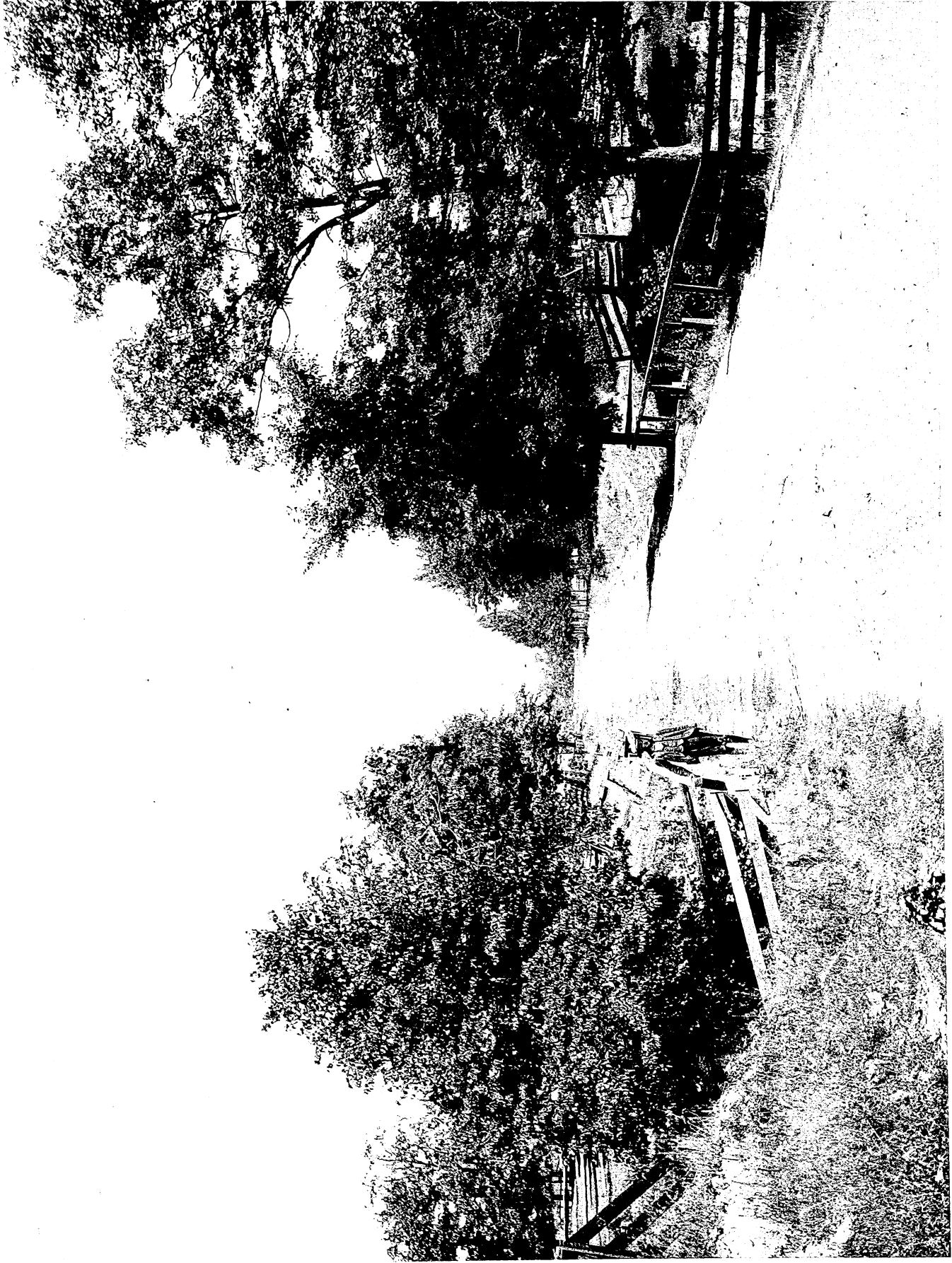
ST. CLAIR COUNTY

Published in Twelve Parts.

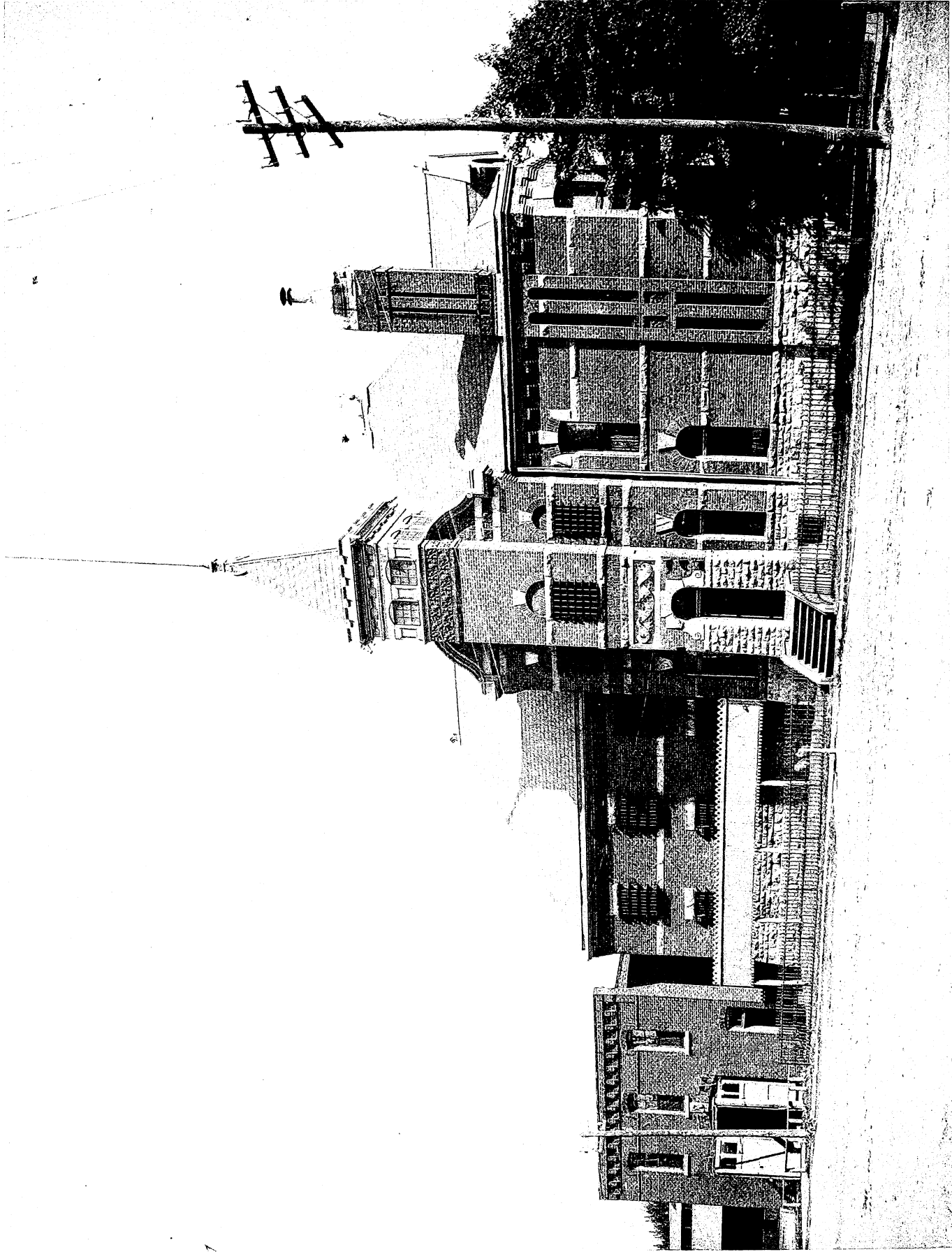


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SCENE ON RIVER STREET ABOVE FIBER WORKS—PORT HUDON.



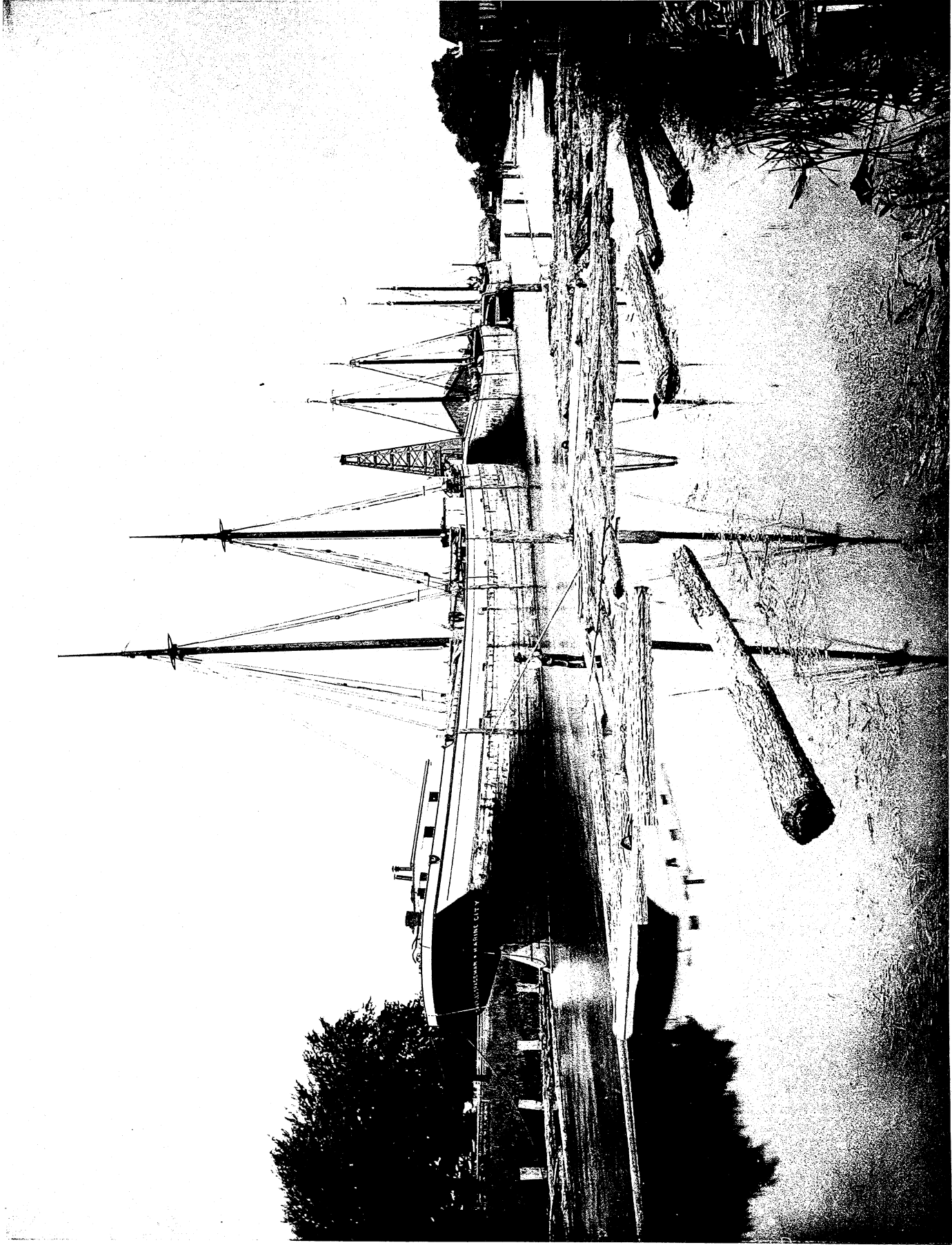
ST. CLAIR COUNTY JAIL—PORT HURON.



TENTH WARD SCHOOL—PORT HURON.



SCENE ON GRATIOT AVENUE—PORT HURON.



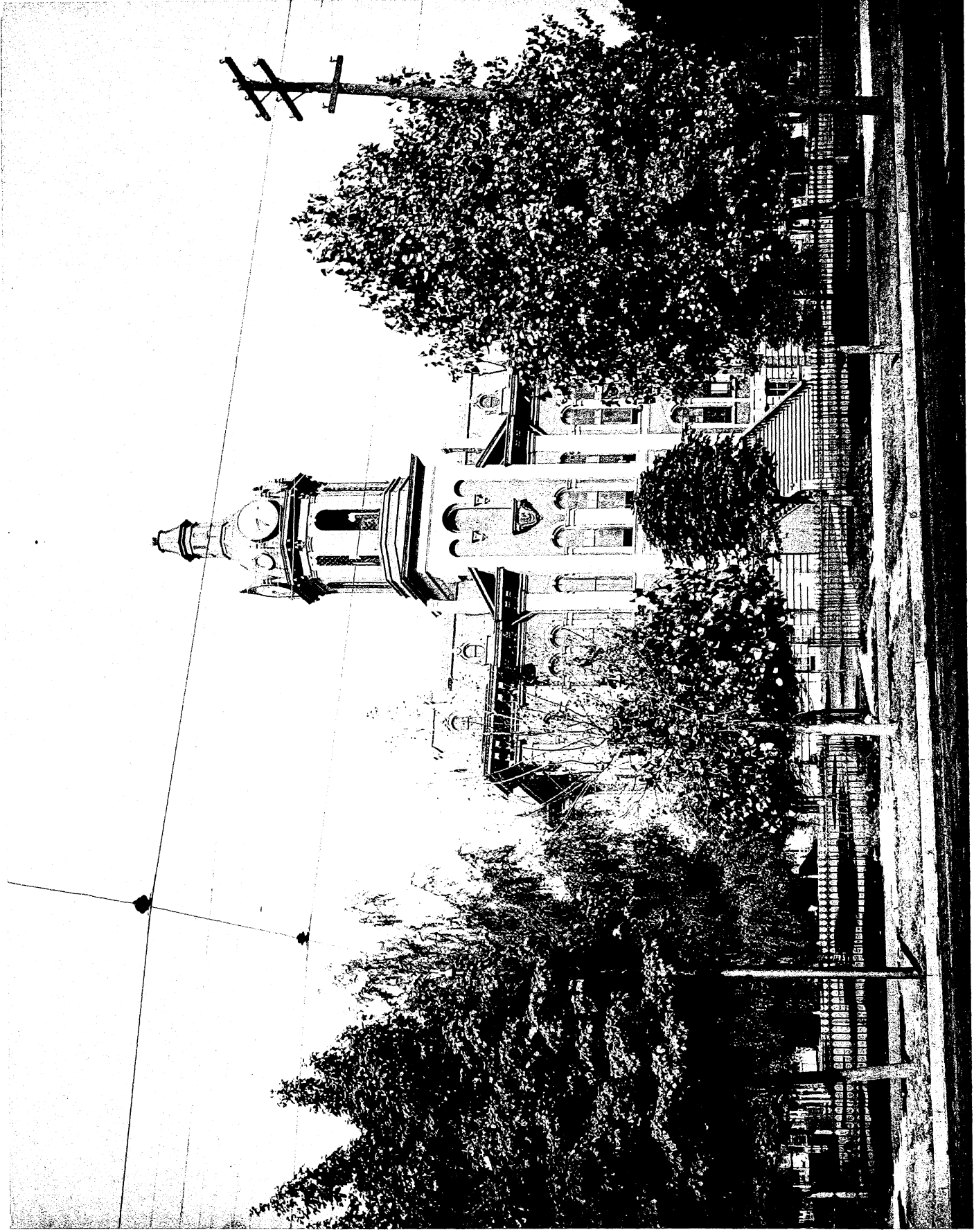
SCENE ON BELL RIVER—MARINE CITY.



RESIDENCE OF A. D. BENNETT—PORT HURON.



RESIDENCE OF N. S. BOYNTON—PORT HURON.



COURT HOUSE—PORT HURON.

steamer requires paint, oil and coal, besides the necessary repairs to boilers, machinery and hull. The schooner requires calking and painting, and the necessary repairs to rigging and sails; besides all craft require provisions for the first voyage. Take these repairs and outfits every spring and a low estimate would place it at \$500 for each vessel in commission; this in the aggregate for 200 vessels amounts to \$100,000; the crew are also largely made up of Port Huron men whose families reside in the city.

Take the county at large, the business of the city of Port Huron has undergone a decided change in the last few years; formerly saw mills were located here and immense quantities of saw-logs were each season floated down Black river from forests of pine which at one time covered a large area of the county. These forests are no more, and as a consequence pine lumber could not be manufactured with a profit as of yore, and other industries have supplemented the massive steam saw mill, and to-day there is but one mill, and that of moderate capacity, in the city of Port Huron.

Shipbuilding dates back forty or fifty years as an industry on Black river, although it is within the last twenty-five years that ships of any considerable tonnage have been constructed here. Soon after the close of the war several yards were established in Port Huron and one dry dock was built at the mouth of Black river. This dock was built originally by Capt. Archibald Muir. The soil at the spot where the dock was located did not appear to be adapted for such purposes, and for some reason the project was partially abandoned by the captain and a few years later it was purchased by Dunford & Alverson. This firm brought to the dock large quantities of blue clay, and by the process known as puddling they succeeded in stopping the leak, and thus the dry dock was rendered serviceable for light-draught vessels. This firm then commenced in earnest the business of repairing ships, and they have persevered in that direction until the volume of their business demanded another dock. For this purpose land was purchased at a point on St. Clair river two miles below the mouth of Black river; a dredge was brought into requisition, and after much labor a dock was completed sufficient in size to admit our largest lake ships. Although a yard is attached to this property, the business of this firm is still confined to repairing. The dock is simply a huge hospital where disabled craft may find relief. Del Alverson, of this firm, is a practical builder, and few men in his line are more skillful as designers of ships. Yet it evidently pays better to tear down and build up. I do not mean to

infer that mechanical skill is not required in repairing a disabled ship; on the contrary, it very often happens that skill of the first order is brought to bear in performing this duty. To use a phrase of Mr. Alverson's, "Men will often bring an old center-board to him and ask him to have it repaired into a ship." This firm has succeeded in establishing an important industry and to accomplish this they have not always swam with the tide. Hard knocks and hard blows have been struck with unerring skill under unfavorable circumstances at times, but as the poet states it—

"The patient dent and powder shock
Will blast an empire like a rock."

Certainly in this case persistent effort has been crowned with success; much credit is due to the man who, by the exercise of his muscle and brain, overcomes great obstacles. It was this determined effort which made the name of Napoleon a terror to the world, and this self-same attribute when directed in the pursuits of peaceful business will accomplish a victory in the end.

The Jenks Shipbuilding establishment is fast becoming what its extensive iron and boiler works have been for years—the most important industry in the city of Port Huron. This firm commenced ship building in 1890. Since then they have placed upon the lakes nine splendid steamers with boilers and engines complete, the product of Port Huron's industry and skill. Great credit is due this firm for their untiring efforts, and much praise is due to the workman who draughted the models and designed the engines and boilers of the steamers built at this yard. The senior member of this firm commenced business in Port Huron as a machinist on \$500 borrowed capital, but by persistent effort and a watchful eye he has lived to see it grow from a small beginning to its present massive proportions. To the machine shop was first added the boiler shop, and the Jenks build of steam boilers are second to none in the country in point of durability and strength.

Messrs. Schofield & Love are also manufacturers of marine boilers, and their reputation as skillful builders and fair dealers loses nothing in comparison with any other firm in the State. Jeremiah Schofield and William Love constitute this firm, and their works are located on St. Clair river, a few blocks north of the mouth of Black river.

The Fitzgerald Brothers are also engaged in the building and repairing of engines, and they are also a growing concern and justly rated as fair dealing business men and skillful in the line of their calling.

